

AMENDMENTS TO THE CLAIMS

1. (currently amended) A watercraft ramp comprising:

(i) a watercraft-supporting assembly having a pair of rails of substantial equal length on which the stress of a watercraft moved onto the ramp is distributed, said rails being braced in parallel laterally spaced-apart relationship by cross braces so that said rails are separated at least 8 inches apart from each other, said watercraft-supporting assembly having one end called a water end and the other end called a shore end,

(ii) a water end support assembly having a transverse footprint brace mounted to the underside of said rails at a location proximate to said water end,

(iii) a shore end support assembly having a transverse footprint stabilizer bar for resting on the earth of a shore, said stabilizer bar being rigidly mounted to the underside of said rails at a location proximate to said shore end in a manner such that said mounting is inward from the outer ends of said stabilizer bar, said transverse stabilizer bar being such that it has a greater transverse length than the lateral spacing distance between said rails so that said transverse stabilizer bar extends laterally outward from said watercraft-supporting assembly, and

(iv) a loading assembly for drawing a watercraft onto said watercraft-supporting assembly.

2. (original) The ramp of claim 1 wherein said water

end of each said rail is equipped with a roller wheel so mounted that a portion of the circumference of each said water end roller wheel projects outward beyond the water end of said rails as well as upward above the water end of said rails.

3. (previously amended) The ramp of claim 2 wherein the distance between the underside of said rails and the underside of said transverse footprint brace at said water end is less than the distance between the underside of said rails and the top of said roller wheels at said water end.

4. (original) The ramp of claim 1 wherein the distance between the underside of said rails and the underside of said transverse footprint brace of said water end is less than the distance between the underside of said rails and the underside of said transverse footprint stabilizer bar of said shore end.

5. (original) The ramp of claim 1 wherein said water end support assembly additionally includes a keel roller mounted on said footprint brace at a central location between said rails so that at least a portion of the circumference of said keel roller projects above said footprint brace.

6. (original) The ramp of claim 1 wherein said loading assembly includes a winch support beam non-pivottally mounted at said shore end so as to cantilever out beyond the shore end of said rails in an angular relationship to the length of said rails.

7. (currently amended) A watercraft ramp comprising:

(i) a watercraft-supporting assembly having a pair of rails of substantial equal length on which the stress of a watercraft moved onto the ramp is distributed, said rails being braced in parallel laterally spaced-apart relationship by cross braces so that said rails are separated at least 8 inches apart from each other, said rails having a length of at least about 7 feet, said watercraft-supporting assembly having one end called a water end and the other end called a shore end,

(ii) a shore end support assembly having a transverse footprint stabilizer bar for resting on the earth of a shore, said stabilizer bar being mounted in rigid relationship to the underside of said rails at a location proximate to said shore end in a manner such that said mounting is inward from the outer ends of said stabilizer bar, said transverse stabilizer bar being such that it has a greater transverse length than the lateral spacing distance between said rails so that said transverse stabilizer bar extends laterally outward from said watercraft-supporting assembly, and

(iii) a loading assembly at said shore end for drawing a watercraft onto said watercraft-supporting assembly.

8. (previously added) The ramp of claim 7 wherein said

transverse stabilizer bar has a transverse length greater than 2 feet.

9. (previously added) The ramp of claim 8 additionally including stub elevational means at the location of the mounting of said stabilizer bar to the underside of each said rail to thereby elevate the relationship of said rails over said stabilizer bar.

10. (currently amended) The ramp of claim 7 wherein said loading assembly includes a winch support beam non-pivotsbly mounted at said shore end in an upward angular relationship to the length of said rails.

11. (currently amended) The ramp of claim 7 wherein said loading assembly comprises a winch and a support beam mounted rigidly to said transverse stabilizer bar.

12. (new) The ramp of claim 11 wherein said loading assembly additionally comprises a support beam mounted rigidly to said transverse stabilizer bar.

13. (new) The ramp of claim 9 wherein each stub elevational means provides no more elevation than 6 inches between said stabilizer bar and the underside of said rails.

14. (new) The ramp of claim 7 wherein each said rail of said watercraft-supporting assembly additionally includes a plurality of hull-supporting roller wheels in spaced condition along the length thereof.